

ELEONORA MAERSK

IMO No: 9321500 CONTAINER 2007 / 170794 GT

COMPANY:

A.P. Moller,
Denmark

YARD INFORMATION:

Odense Staalskibsvaerft A/S
Lindo (Denmark) 205

DEMOLITION:



Singapore Straits 27/06/2011 © S. Wiedner

2016: Ship was part of Maersk E-class upgrade program.

Container intake increased to 17,186 TEU, work took place at CSIC Qingdao Beihai Shipyard.

BASIC DATA:

GT: 170794
DWT: 158200
TEU: 15550 (before upgraded-2016)
Reefer: 1286 (before upgraded-2016)
LOA: 397.71
Bmd: 56.40
Draught: 16.00
Engine: 1x (diesel electric) oil Wartsila 14RT-flex96C
Power: 80905 kW
Speed: 24.5 kn

OWNER & FLAG HISTORY:

ELEONORA MAERSK since 01/01/2007
Flag Date of record Source
Denmark (DIS) since 01/01/2007
Registered owner Date of record Source
MAERSK LINE A/S since 02/02/2015
MOLLER-MAERSK A/S since 14/01/2007
Ship manager Date of record Source
MAERSK LINE A/S since 01/02/2015
MOLLER AP since 14/01/2007

EX-NAMES:

ELEONORA MAERSK	2007-15	A.P. Moller-Maersk A/S, Denmark (DIS)
ELEONORA MAERSK	2015-	Maersk Line A/S, Denmark (DIS)

GENERAL VESSEL INFORMATION:

2007:



Maersk Line has phased in the 14,280 (?) teu ELEONORA MAERSK on its Asia-Europe AE-1 loop,

The ELEONORA MAERSK is the third of a new series of giant containerships (belonging to Odense-built E-class vessels) for the A.P. Møller- Maersk Group. She follows the EMMA MAERSK, delivered in end August, and ESTELLE MAERSK, delivered in October.

(Source: AXS Alphaliner Weekly Newsletter 03/2007)

2016:

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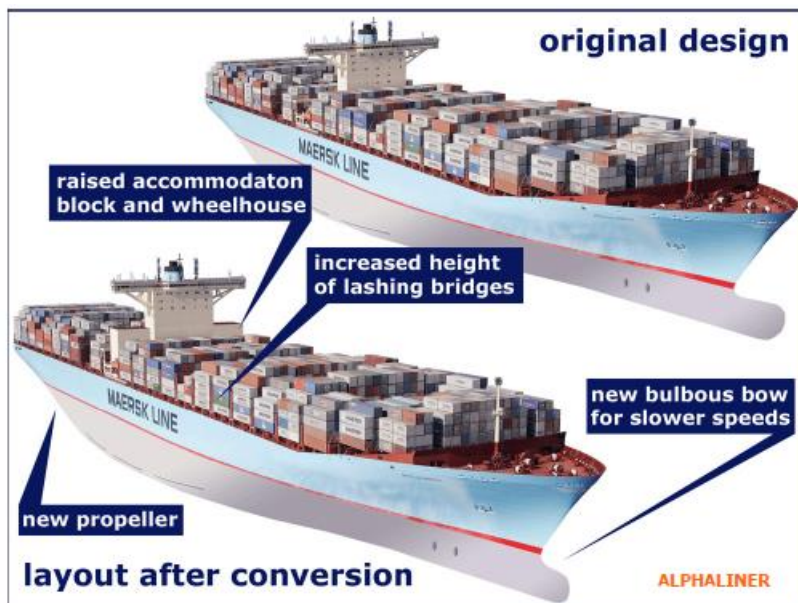
Continuing with its extensive fleet upgrade scheme, Maersk Line started a major conversion and lifetime extension program for its iconic Odense-built E-class vessels.

The Danish ocean carrier will use the occasion of the ships' dry docking for their second special classification survey to boost container intake and to better adapt the ten-year old vessels to today's market environment, where slow-steaming, at least to some degree, has become the new norm.

Maersk Line has not disclosed any conversion details yet. From observation however, major design modifications appear to include a slightly raised wheelhouse, strengthened and heightened lashing bridges, a new propeller, and a new bulbous bow. The new lashing bridges and the heightened accommodation block will allow at least one extra tier of containers to be carried on deck.

While the ships' deadweight capacity will remain roughly unchanged, nominal box capacity of the E-class is expected to increase by about 1,000 teu, from 15,550 to an estimated 16,500 teu. New propellers and bulb sections will increase the vessels' efficiency, particularly at slower sailing speeds. Whether the aforementioned changes are accompanied by further adaptations in the engine room is currently unknown.

The works take place in China at CSIC Qingdao Beihai Shipyard. This yard has carried out the vast majority of Maersk Line conversion works,



(Source: Alphaliner Weekly Newsletter 30/2016)

ELEONORA MAERSK will lead the series of E-class upgrades. The vessel entered the Qingdao Shipyard early this month (July-2016) and she is scheduled to re-join the 2M-Asia-Europe loop AE-1 / Shogun on 27 August.

(Source: Alphaliner Weekly Newsletter 30/2016)

2018:

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Maersk to temporarily deploy 'E' class ships on the Transpacific

Maersk Line is to shift the 17,816 teu sister ships **ELEONORA MAERSK** and **EUGEN MAERSK** to the Far East-USWC 'TP-6/Pearl' service, which is part of the 2M VSA offering of Maersk Line and MSC, on the Transpacific. The 'E' class ships will replace the 13,102 teu **MAERSK ENSENADA** and 13,568 teu **MAERSK ESSEN** for the duration of one round voyage.

They will join the 'TP-6/Pearl' service in Nansha on 8 and 15 November respectively. This Transpacific service turns in six weeks calling at Nansha, Hong Kong, Yantian, Xiamen, Los Angeles (APM Terminal Pier 400), Yokohama, Nansha.

The ELEONORA MAERSK and EUGEN MAERSK are to return to the Asia-North Europe trade after their short Transpacific duties as they will join the 'AE-2/Swan' service, which is planned to be restarted with the 8 December sailing of the 19,437 teu MSC MIRJA from Qingdao.

(Source: Alphaliner Weekly Newsletter 44/2018)



(Source: Alphaliner Weekly Newsletter 49/2018)

Last update: 05/12/2018